



The Semaphore

Newsletter of the Rochester NY Chapter, NRHS
P.O. Box 23326, Rochester, NY 14692-3326; Published Monthly

November 2002
Volume 45, No. 3

Program for Nov. 21:

Around the Grounds

by **Duncan Richards**

Duncan's slide show will showcase rail operations/photography in Monroe County from the late 70's when he got started in the hobby, until ...oh...say, November 8²⁰⁰² or thereabouts.

Expect to see this show in Mr. Richards' two screen/two projectors presentation.

[Also, from the e-mails that John Stewart sent, your editor expects a "surprise" sighting!]

Winter Schedule!

Library Hours

2 to 5 PM

SUNDAY, November 24

Library Phone: 872-4641

Christmas Tree train rides at Remelt's Tree Farm.

by *Steve Huse*

On Saturday, December 7th and Sunday, December 8th, the Chapter will be running a round trip train with caboose(s) from Remelt's Christmas Tree Farm to approximately Switch #6. This is one of the properties next to NYMT on the straight track going up the hill to NYMT.

The actual train rides for the public will be from 11am to 4pm. Steve is looking for one engineer and two caboose hosts for both Saturday and Sunday. If you would like to volunteer, please call Steve Huse at 586-5802. Thank you.

END OF YEAR PARTY

Save the date: Saturday, January 11, 2003 for the Rochester Chapter, NRHS Annual Year End Party at the Industry Depot!

More details coming in the December *The Semaphore*.

Fall Foliage Wrap up

by *Jeremy Tuke, President*

The 2003 Fall Foliage Express season concluded with the Halloween Special on October 27th. Many riders showed up in costumes, and both trips ran very smoothly. This year there were fourteen trips over seven days, and all were run successfully and safely. While this year's schedule offered a somewhat shorter 90-minute ride from previous years, our riders seemed to enjoy the trips, especially those that featured train robbers on horseback!

Our thanks go out to everyone at the Ontario Midland Railroad for helping to have another well-run series of excursions this year, and for all of the little things they all do to make the events enjoyable for both our riders and the volunteers.

Thanks go out also to all of the Chapter volunteers without whose help the excursions would not have been possible. From car hosts, mechanical crews, concession and store staff to parking lot crew, train robbers and ticket booth helpers it takes more than twenty volunteers per day to properly staff our Fall Foliage Express trains. There are also those behind-the-scenes people who coordinate the volunteers, keep the store and concession stand well-stocked and help by picking up the tickets.

It is truly a team effort on the part of many Chapter members and OMID



Jeremy Tuke, train conductor, confers with ticket seller about number of passengers boarding. *Chris Hauf digital photo*

employees that make this a successful event year after year! And consider that there are very few NRHS Chapters around the country that can put on a fun series of excursions year after year the way the Rochester Chapter has for over ten years.

Plans are already underway to continue the work to improve the passenger car set and prepare for the 2003 season. If you are interested in becoming involved in this important Chapter activity please don't hesitate to let one of your trustees know!

This is the event that provides the Chapter with the financial resources to support all of the projects and activities that the Chapter offers to the membership and public.

Again, hats off to all those whose participation made for another successful



Left: Train awaits riders.

Right: Note Car # on boarding step; Chris Hauf's solution; aids riders.

Chris' digital photo



A Reminder

Are you up to the challenge?

There are a number of projects that the Chapter would like to have completed by the end of this year. Below is a summary based on Chris' listing that appeared in the October issue, which see for more details.

? Rebuilding Track #5 in the R&GV RR Museum's Industry Yard

Purchase at least 250 tons of stone along with at least 25 new ties to rebuild this siding. Every dollar helps. \$8.00 buys a tons of stone! \$20.00 buys a new tie!

? Batteries for RG&E 1941

The restoration of RG&E 1941 is almost complete. But to start it requires some new batteries. The locomotive takes **four** 8-volt batteries at a price of \$150.00 each and we need some additional materials.

? Big Dig!

This project involves moving about 2500 cubic yards of earth from the north end of the building to the south end to fill in around the building providing a larger piece of level land.

If you can help, please send your **tax deductible donation** to the Museum at this address:

Special Projects

c/o Rochester Chapter, NRHS

P.O. Box 23326

Rochester, NY 14692-3326

Or if you are out to the Museum, drop your donation in one of the several donation boxes. If you have a specific project you would like to contribute to, consider putting your donation in an envelope and marking it with the project you want to support.

Have a question, please contact Jeremy Tuke (359-8944), Dale Hartnett (243-0139) or Chris Hauf (381-8583).

Thanks for taking the challenge!

Info desired for book.

Chapter member, Charles Woolever, is working on a book. Needed for this future book are any photos, memorabilia, and personal accounts of the PRR Rochester Branch. Anything from 1878 to the end of operations. This includes PRR and PC trains over the LV from Buffalo to Wadsworth Jct. and PC/CR trains over remnants of Scottsville Yard and the Terminal Branch to Lincoln Park. Please contact Chapter member Charles Woolever at 585-594-4721 or <prooch@existingstations.com>.

Dan Cosgrove ails

Dan Cosgrove has been in and out of the hospital several times recently. He would likely like to hear from you with words of encouragement.

Daniel Cosgrove, 48 Hillside Dr., Spencerport, NY 14559-1924

Mrs. Duncan Richards had surgery

Val Richards, Richards' wife, had major surgery in October. Duncan reports that she is doing well.

Young Railfan Becomes Eagle Scout

by Dale Hartnett

Congratulations are in order for Mark Wiczorek, a member of the Chapter's Young Railfan group for 4 years, who has passed his Review Board to become an Eagle Scout!

Mark, the son of Joe and Linda Wiczorek of Brockport, earned his rank through work with Troop 111 of Brockport.

As part of earning scouting's highest rank, Mark supervised the building of a tot playground at the Sweden Town Ball Field for his Eagle project.

Mark is a Senior at Brockport Central School and is taking automotive repair classes at Wemoco Vocational School. Mark's interests at the Museum lean toward the mechanical side and he is always willing to lend a hand "pulling wrenches."

Mark is the second Young Railfan to achieve the Eagle rank. The other is Brett Hendershot who earned his Eagle in 2000.

The Young Railfan program is the Chapter's youth outreach program for young men and women age 14 to 21. The program is organized through the Exploring program of the Otetiana Council of Boy Scouts of America. Members meet twice monthly at the Rochester and Genesee Valley Railroad Museum and other Chapter projects to work alongside other volunteers. It is not necessary to have previous scouting experience to participate in the Young Railfan group.

For information about the Young Railfan Program, contact Dale Hartnett at 585/243-0139 or dhartnet@foxrochester.com.

Party Time

For a good time of fellowship, plan on attending the Year End Party on January 11, 2003.

Membership Report

Janet Dittmer, Chairperson

Change of address:

Robert I. Nichols
1067 Summitville Dr
Webster, NY 14580
585/265-9046

Any corrections/address change?

Moving? In order not to miss any newsletters, please send new information to Janet AND Dee as well as the date of the move. Thanks, Janet

Please either e-mail Janet corrections to <daveluca@frontiernet.net> or send to Membership Chair, 983 N. Winton Rd., Rochester, NY, 14609-6824. [This will give quicker service over sending to the Chapter's PO Box.]. Please no phone messages. Changes and omissions will appear in the next issue.

To ensure delivery of your newsletter, also notify Dee Mowers, 21 Coleman Ave., Spencerport, NY 14559; e-mail:

Membership Rates:

National + Chapter membership:	. \$40
Above as Family membership	\$2
Local*	\$20
Local as Family*	\$29
(* Holds National membership elsewhere)	
National only	\$20
National as Family only	\$23
Subscriptions only:	\$8

Contributors to this issue

Janet Dittmer, Dale Hartnett, Chris Hauf, Steve Huse, John Redden, Duncan Richards, Charles Robinson, John Stewart, Sam Swisher, Jeremy Tuke, Otto Vondrak, Rand Warner [RW], Charles Woolever.

Editor is on the InterNet

The e-mail address is:

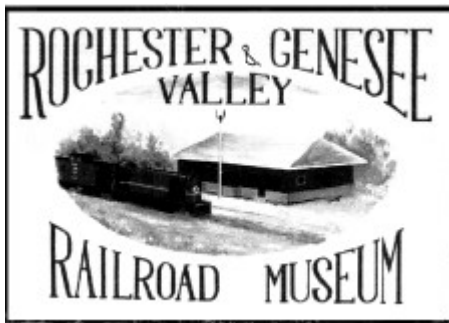
gale299@frontiernet.net.

End of Year = TAX TIME!

If your mail box is like mine, it seems to be filled with charities and non-profit organizations requesting year-end contributions to their programs.

You guessed it, so do we — except we only request that you give your Chapter consideration, particularly if you have a "special" or "pet" project in mind. There are "oodles" of funds, or create your own.

Our address is: Rochester Chapter, NRHS, PO Box 23326, Rochester, NY 14692-3326.



Museum Musings

by Dale Hartnett

The other day Chris Hauf circulated a posting from a Railroad Preservation website. The gist of the article was that museums have changed over the past few years, driven to a great extent by society's "high tech" approach to nearly everything we do.

As you might expect, folks in the railroad preservation business had much to say about the "Disneyfication" of museums.

It seems in the simplest form that there are several levels of museums:

1. Collections of stuff
2. Arranged collections of stuff
3. Really neat arranged collections of stuff
4. Really neat collections of stuff explained well
5. Really neat collections of stuff, experienced in an exciting way
6. Exciting, memorable experiences, using interesting stuff to help tell the story

In trying to attract more guests, we need to address at the Rochester and Genesee Valley Railroad Museum:

- * Where do we fit on this scale?
- * Where should we be on this scale?
- * How do we get from where we are to where we want to be?

Attracting more guests not only brings more revenue to the Museum, but also provides opportunities to share our enthusiasm about railroads and railroading, to recruit and develop new members and to find new revenue sources.

These are very serious questions that need to be addressed. I look forward to your feedback. (585/243-0139 or dhartnet@foxrochester.com).

Managers

Railroad: (Motive, Rolling stock, MOW, ROW)

John Redden: 388-9124; ejreden@frontiernet.net

Infrastructure: (Buildings, grounds, shops, construction, communications, signals & power, heavy equipment)

Dave Luca: 288-0318; daveluca@frontiernet.net

Visitor Experience: (Visitor, Train & Track Car operations, 4-Q Vision, Special events)

Dale Hartnett: 243-0139; dhartnet@wuhf.sbgnet.com

Outreach Opportunities

Provide a helping hand to a city school

by Rand Warner

Enrico Fermi Elementary School #17 on Rochester's west side, is the City's poorest school district with over 96% of students enrolled in the school lunch program.

The school is putting in a "O" gauge tinplate Lionel-type model railroad for an after school activity. This will teach the students math and science skills, engineering, carpenter, electrical, model making, scenery building and the fun of railroad operations and the railroad hobby.

The project can use your excess track, switches, buildings, locomotives, cars and accessories.

We can also pass on our duplicate model magazines to the kids.

While you're at it, take a look around for good working CD-ROMs, school supplies and children's reading books.

The kids at this school need all the help and love they can get.

Call Rand Warner if you can help with model railroad equipment, or school materials, or bring them to Rand at the Depot on Tuesdays or Saturdays. We also need mentors to work with the students.

Salesman of the Month

Congratulations to Scott Gleason, Foreman of our Line Crew. He engineered a deal for us to receive a diesel bucket truck, from a local utility, which he was able to turn into cash.

This cash has been set aside for the Line Crew Fund for the purpose of obtaining a replacement auger truck.

Scott and his people are looking at candidate trucks to pick out a really good one.

The new auger truck will be very handy in efficiently and productively drilling holes and setting poles for our trolley line and for any captive overhead electrical power wiring, such as we now have coming in to the Restoration Building from NYS Route 251.

Nice piece of work, Scott!!

Turntable Tweaking

by Rand Warner

John Becker has offered to pitch in on cleaning up the area around the BR&P/B&O RR turntable from the Lincoln Park roundhouse.

We need to have the weeds and tree seedlings and saplings cleared out (and possibly transplanted). The Young Railfans group has done some work in this area last year.

The areas around the turntable can be mowed and trimmed or weed wacked.

The turntable itself needs prepping, priming and painting.

We need to preserve and protect the turntable as the future centerpiece of a steam loco shops complex.

An attractive looking turntable will be appreciated by our Museum visitor as well as our passers-by.

Please call John Redden, Dale Hartnett, Dave Luca, or Rand Warner if you can give John Becker a hand.

"Water Works"

by Rand Warner

A year and a half ago we brought in a small wood water tower donated by RG&E from their Ginna Station.

It would be nice to get this water tower set up on 16 foot switch timbers set in concrete footers, somewhere along our main line, possibly in the vicinity of Switch #6 at the top of the hill, or at some other suitable location.

Another prototype steam era piece of railroad equipment would be a water column or water plug. These were typically fed from a water tower, although sometimes they operated direct from municipal water lines.

We know of a couple of possibilities for bringing in a water plug to enhance our R&GV RM visitor experience.

John Brankacz has offered to help out on some of the research and legwork for a water plug. If you know of any water plug resources, please give Rand Warner or John Brankacz a call.

Electrification

Facilitator: Rand Warner

Trolley Power Substation:

A joint R&GV RM/NYMT meeting was held October 8 to finalize design for the substation and divide up responsibilities for implementation.

Charlie Lowe of NYMT is coordinating clearing out the Southwest corner of the milking parlor in the NYMT barn. He will also be drawing up an external/internal site plan.

Jim Johnson is finalizing the electrical schematic and putting it on paper. He will also be estimating all electrical engineering costs inside the substation room.

Dick Holbert is finalizing the layout of electrical components within the room and putting it on paper.

Ted Strang is finalizing details for the cinder block walls, all-steel door, and utilities and insulation and providing estimates for costs.

Jim Dierks has provided information on funding, and also scheduled windows of opportunity for trench work for underground conduit.

Charles Harshbarger is estimating costs for conduit and cable from the substation out to the trolley tacks, and also from the trolley tracks to Niagara Mohawk power connection.

Scott Gleason and Charlie have marked and staked out the route from the building to the trolley track for the underground conduits and cables. Scott will be doing the trenching with our Chapter backhoe tractor.

Randy Bogucki and Co. have removed stone ballast and several ties where the conduits will go under the trolley track. This will allow hand digging for the steel sleeve under the tracks.

Neil Bellenger will be writing start-up/switching/shut down safety procedures for operation of the substation.

Scott Gleason & Co. are looking for a replacement auger truck of improved capabilities.

Dan Waterstraat will be making up multiple light banks for the ac input and dc output sides of the substation circuitry.

Rand Warner will be summarizing cost and schedule data from everyone, so that we can put out a project detailed schedule and project expenditures vs. funding cash flow

plan. Rand will also be submitting our site plans and electrical schematic and mechanical layout information to NiMo for power service request, to Town of Rush for building permit, if required, and to Underwriters for permit application and inspections request.

We are all looking forward to having an operational substation running for the 2003 season.

Line Car #01:

A brand new, rubber membrane roof has been installed on the line car by Sunset Construction, LLC.

Rand Warner has been getting estimates on different types of siding materials and installation costs. A project schedule has been published covering several years efforts.

RL&B Interurban #206

Foreman: Bernie Cubitt

Bernie has been doing work at home, researching the rebuild of the framing under the car, and enlisting local Spencerport help on the rehab work.

Rand Warner has had a roofing contractor in to do an estimate on a rubber membrane type roof for the car.

Motive Power Update for October

by John Redden

Gasoline Locomotive:

This month, Kevin Klees has reinstalled several parts to the Buda prime mover for the Plymouth locomotive. The crankshaft, idler gear, and the camshaft now rotate together in the crankcase. (This is quite a sight, with oily gears meshing together, and shiny crank journals and cam lobes all rolling "in time" with one-another.) When one considers the condition of the engine, when it was acquired by the Chapter, this is a real achievement.

TrackMobiles:

Norm Shaddick repaired the throttle return spring on TrackMobile #1, and John Redden checked anti-freeze on TrackMobile #2, located in Webster. Rand Warner took one of the TrackMobile tires out to the tire repair shop for tube replacement.

Steam Locomotives:

Norm Shaddick and Ron Amberger, with help from others, relocated the two steamers this month. Norm used the TrackMobile #1 to pull them South about one car length. The Fireless was moved outside of the building to facilitate the removal of its cab, and the Vulcan #12 was positioned at the South end of the building. This will allow for further re-positioning of other equipment.

Diesel Locomotives:

Three of the larger diesels, numbers 211, 9, and 79 were fully drained and positioned on Track 6 for Winter storage. Extension cords were run, and battery chargers adjusted in order to keep them on trickle charge throughout the fast-approaching winter. Thanks to Norm Shaddick, Rand Warner, Rick Israelson, Chris Hauf, and John Redden for helping on the various winterization tasks.

RG&E Loco 1941 continues to receive attention this month. Neil Bellenger reports the the exterior cab sheet metal work is now complete. Neil has been putting in considerable effort on this engine this Fall, fabricating and welding parts. In addition, Chris Hauf is continuing cosmetic work, particularly on the cab sides, preparing them for primer and RG&E Green paint.

As a follow-on to last month's report on 80-tonner number 1654, we have more news to report. Dick Holbert and Mike Dow have located a defective air "spitter" valve on this unit, and temporarily disabled it. This will allow the air pumps to cycle on and off normally. Also thanks to Dick for installation and check-out of new communications equipment on the 1654. On the coldest Saturday that we've had this Fall, Steve Huse climbed under the South end of this unit, and

re-engaged the pinion for Number 4 traction motor. This was followed by an electrical check-out by Dick Holbert. This unit was then test-run on two engines and two traction motors, on fifty feet of Track #5, by a variety of test engineers, including: Dick Holbert, Dick Luchterhand, Steve Huse, John McDonald, Dale Hartnett, Bob Mader, and John Redden.

Rolling Stock Update for October

by John Redden

Considerable progress has been made on Foreman Dick Bean's Burro Crane this month. A lot of work has been done on mounting the radiator shutters and sheet metal around the engine compartment. A small army of guys was used to hoist and attach the shutter assembly to the body of the crane. Bob Mader is working on running various control cables from the engine room to the operator's compartment. The team of Norm Shaddick and John Redden has inspected and repacked the last of the four journal bearings on the running gear. Art Mummery has located a supply of heavy gear oil for the driving gears, which are located under the frame of this unit.

Several pieces of rolling stock were moved south on Track #7 this month. The

(Continued to Page 5)

Rolling Stock (Continued from Pg.

steam locomotives were moved with a TrackMobile, and later the Burro Crane, Subway Car 60, and BR&P caboose were moved with carmovers and cable come-a-longs. The final move of the BR&P caboose was done with a small army of volunteers who pushed it, by hand, into the building! There was a lot of "bull" work, but we achieved our goal of getting the BR&P caboose back inside the building for the Winter months, to protect it from the weather and allow continued restoration work on its roof and other exterior areas. This arrangement will also facilitate the removal of the Heisler cab, since this engine is now located outside of the building. Thanks to the many people who helped with this strenuous

Thanks to ...

Dorothy Boyer for donation of a coach step hand made by former Chapter member, Curt Boyer, who was a very active and faithful volunteer.

Rand Warner for transmission fluid, large track work wrenches and heavy equipment parts.

Former Chapter member **Paul Freiderick**, now working in South Africa as a missionary, for eight boxes of N-scale model railroad equipment, and two boxes of engineering equipment and drafting supplies.

Thanks for the following individuals for designated donations towards our special projects appeals and other worthy efforts deserving of support:

For Line Car roof and siding:

Dorothy Boyer, Gale Smith, Robert McKnight, and Rand Warner.

For RG&E #1941 batteris:

Otto Vondrak, and Rand Warner

Anthony Schalk towards ballast, ties and diesel fuel for new rail yard north of Restoration Building.

Dale Hartnett for offer of money towards ballast toward project around Restoration Building.

John Weber for covering the cost of moving a donated CAT pan scraper to our Museum.

Gale Smith for offer towards passenger car seats.

May your Thanksgiving be filled with joy, a full "tummy" and above all, extension of "Thanks" for the good things of the current, as well as former, years.

Erie Stillwell Coach

Foreman: *Chuck Whalen*

Our first generation, historic Erie Stillwell coach now has all new metal windows sills fabricated and installed by Bernie Cubitt for the full length of the car. The car also has all 42 wood windows replaced, again thanks to Bernie, who built them from scratch.

Chuck Whalen, Bernie and several others have installed all new exterior metal side panels under the windows, thanks to "Partners in Panels" campaign initiated by the late Bonnie Glickman, former Chapter Librarian and active member.

The interior partitions for the MOW service room have been removed by a fair sized "army" two winters back.

Chuck Whalen has removed bad ceiling panels, soffit panels, and trim. We have some new ceiling panels to install. Dave Luca has a source for the curve soffit panels. Rick Israelson has been working on removal of the interior side panels and trim. We also need to develop a material source for the replacement of the interior side panels. We have some and are working to acquire more of the original type interior lights that were mounted down the center line of the ceiling.

Bernie Cubitt repainted the roof using a clever "proprietary technique". Rand Warner has had a contractor look at the roof and quote us for a top line rubber membrane roof.

A complete set of seats was the result of our salvage trips to Pittsburgh last year. The cushions need recovering. Bernie has developed a method to effectively install the seats. Gale Smith has generously offered money towards rehab of the seats for the car.

This car needs attention to the inside and outside surfaces of the exterior side panels. The carbody shell and structure are in generally good shape. A little metal work is needed around the vestibule ends.

Underbody parts and running gear have been ~~paired~~ ^{worked} by ~~Rand Warner~~ ^{Rand Warner} and ~~Chris Hauf~~ ^{Chris Hauf}.

The trucks, brakes and running gear are

.....

in good condition and fully functional.

Picture This – An all former Erie passenger train, in front of former Erie Station, sitting on Erie track, all dressed up with "someplace to go".

This car has a lot of potential for active train service as a truly historic artifact.

Give Chuck Whalen (585/689-8527) a call if you can give him a hand on this

Library Report

Charles Robinson, Chairman

The library is switching to winter hours and now will be open for your use on the Sunday afternoon immediately after the usual NRHS meeting on the third Thursday of the month. Thus the library will be open on **Sunday afternoon November 24 between 2 and 5 PM.** We have heat so be sure to visit our extensive collection of books, periodicals and tapes in the comfort of the Chapter's library.

We finished just in time! Winter has closed in and repair work on the library building has now stopped. Many thanks to Bill Limburg for his diligence in finishing the cupola windows on the east side. These windows were in terrible shape and now their formerly rotten framing and sill have been replaced by new pieces that will insure the stoppage of water leaking in this area. Furthermore the new framing has been primed and painted.

The T-111 panel siding that replaced the former rotten boards on the cupolas has now had a coating of the red paint. More roofing cement was liberally applied to perceived weak spots where water might start leaking into the library. The hole that was accidentally knocked in the roof by the repair crew was patched and seems to be holding. The protective tarps was removed from both cupolas and we are praying that no leaks will appear in these areas during the winter. Next year we will be working on the windows in the west cupola; they seem OK now but need attention especially on the west side. Also working on the crumbling east back platform.

Gale Smith continues to catalog recent book donations and Jerry Gillette has just about finished organizing and placing the donations of rail historical materials that have been laying around in boxes.

We thank Rand Warner for removing the compressor and another heavy item used in work on our Fall Foliage Train this summer. This increases the comfortable seating capacity of the library. Rand also arranged to have Sunset Roofing give an estimate on reroofing the library. The building not only serves as a library but also has a comfortable meeting place, a print shop for *The Semaphore* and a center for repairing our Fall Foliage Train. I hope we all would agree it is very useful to the members of NRHS. Fortunately there are members who are willing to work on repairing this previously run down structure.

Remember the library is now on winter schedule and will be open for general use on

Bobber Buddies

by Rand Warner

Over the years we have all had many discussions about the desirability of owning a 4-wheel "bobber" type caboos.

Although these cabooses were in very common usage in the 1800s, they gradually were phased out during the 1900s. Most, though not all, were out of service by the 1920s. A number led second lives on short lines or logging roads.

We are aware of several complete "Bobbers" and also several "Bobber" car bodies. Rebuilding or recreating a "Bobber" would not be an insurmountable task for us, with all of our resident Chapter talent.

If you are interested in such a project, or know where there is a "Bobber" body or running gear, please give Chris Hauf, John Redden or Rand Warner a call.

You just might see a "Bobber" in your future, just a bob, bob, bobbin' along.

Chapter's WebSite Updated

Chris Hauf, our webmaster, reports that the R&GV RR Museum has a brand new integrated website on a brand new web provider on the internet. Former sites (transportation.mus.ny.us and rgvrrm.mus.ny.us) domain names will fade into the distance, although redirect pages will assist in getting to the active one. All the Chapter information will appear on www.rochnrhs.org.

The Chapter's website will also be linked with that of our sister museum, New York Museum of Transportation, whose URL is www.nymtmuseum.org

The *Semaphore* issues for 2002 are now on the web, except for April, which the editor

More added to our Website

Chris Hauf has added more Museum information to our website. Added were photos, specifications and sounds of #12 while in service in 1988. These were obtained from a video made by Jerry Bertholdo to donated the engine to the Chapter.

Also added are sounds beyond the R&GV RM which Chapter members may find interesting: LA&L and Ontario Midland (OMID).

The URLs are:

http://www.rochnrhs.org/rgvrrm_steam.html

http://www.rochnrhs.org/rgvrrm_sounds.html

http://www.rochnrhs.org/rgvrrm_soundsbe

Track Department Update

Our track continues to get maintenance during the rapidly cooling weeks of October. Randy Bogucki and Tony Mittiga have worked regularly throughout the month, sometimes assisted by Rand Warner and others, making repairs. Included in this work has been re-gauging the rails in Scanlon's Curve, and tightening bolts at Switch 6. Thanks to the track gang members for their continuing efforts.

RIT DAY AT THE DEPOT A SUCCESS

by Otto M. Vondrak and Joe Werner

When the "RIT Crew" is not busy cleaning up ties and rail from the S-curves, or helping out on Track Car runs, or on the Fall Foliage train, you can usually find one of us down at the depot. Sunday October 20 was the first (and hopefully not the last) RIT Day at Industry depot. RIT Day was a chance for members of the RIT Model Railroad Club (most of whom are either members of the Chapter, or volunteer on a regular basis) to promote the activity of the new generation of railfans into the museum's operations.

Our plan allowed the most members to be included and involved in the operations of the museum that day. Tom Rohatsch (RIT '00) acted as a "Starter" by flagging in the track cars, and greeting the tour groups. While escorting them into the depot, Tom explained the purpose of RIT Day, as well as the function of the museum.

Once inside, our guests took off some of the autumn chill as Joe Werner (RIT '00) welcomed our guests to Industry depot. Joe then gave the group a short tour of the waiting room and station agent's office. Joe carefully explained the history of the depot, the original functions of the two waiting rooms, and the process of hooping up train orders.

Depot tours closed with a demonstration of model trains provided by RITMRC members Mike and Jen Smith. HO scale trains were running on a small demonstration layout that RITMRC has made available to bring to various events. Many pieces in Mike's HO scale collection are painted to represent engines in the NRHS collection, including EK 6, LV 211, USA 1843, NKP 79, and a kitbashed model of a Conrail N-11e (our PC transfer caboos). Mike also had his N scale layout-in-progress based on the Rochester Subway.

Once visitors had a chance to look around inside the depot, Joe handed off our visitors to Otto Vondrak (RIT '99) who conducted

the outside portion of the tour in the yard. Tom brought up the markers, making sure no one was left behind (while keeping an eye out for the arriving track cars). Also on hand for "crowd control" was Otto's friend from New York Josh Weis, an enthusiastic railfan looking to experience what our museum was all about. Otto's tour began with explaining the historical significance of our MDT reefer, followed by an explanation about 1941's unique history. Groups were then brought into the Pine Falls for a taste of train travel in the 1940s, pointing out the different bedroom configurations, and the function of the lounge. Upon returning outside, visitors were introduced to EK 6 and USA 1843. Then, it was a quick trip into the Lackawanna MU car (showing off the reversible rattan seats), and finally tours wrapped up inside the baggage car display room. Just as Otto wrapped up his tours, the track cars arrived moments later to take people back up to NYMT.

Track car runs were finished up in the afternoon by RITMRC member Sam Swisher. When an additional car was called for, Otto was able to fill in with a car for a single run in the middle of the day. Sam is also active at NYMT, and one of his duties is taking care of the 1941 Mack fire truck, keeping it ready for parade duty.

Tour groups ranged in size from 2 people to 22. The largest group of the day was a Cub Scout pack from Webster (and of course, the tour script had to be modified to reflect the audience). They were a great bunch, and were really excited to see our museum. The model trains were definitely a hit with the younger crowd – children with their parents were fascinated by the tiny models of the hefty giants just outside.

Even the "big kids" were impressed with both the model trains and their 1:1 scale counterparts. One of the visitors on Sunday happened to be a co-worker of Joe's. On Monday at work this first time visitor told Joe how much he enjoyed the tour and that on Sunday night he went to his parents' house to retrieve his boxes of HO trains from his childhood that had long been packed away! And, of course, that he and his kids would definitely be back for another tour in the future.

The RIT Crew handled itself with the utmost professionalism and courtesy. Visitors were greeted warmly and thanked profusely for visiting. The weather cooperated as far as keeping the rain away. All in all, it was a very enjoyable day, and we look forward to the opportunity to do it again next year!

Video Tapes in the Library

The following list of videos are available for viewing in the Chapter's Library or for checking out for home.

Title	Shelf No
8444 Rides Again	VD.8444
Atlanta Alive in '95	VD.AA95
Back to the Road of the Future	VD.RF
Baltimore Streetcar Films	VD.BSC
California Limiteds	VD.CL
Canadian Steam	VD.CS
Canadian Steam	VD.CS
Clear Signal	VD.CL
Conrail Hot Spots: East	VD.CHSE
Flight of the Century	VD.FC
Genesee Valley RR Museum	VD.GVRM
Great American Train Rides IV	VD.GATR
Great Northern	VD.GNII
Great Northern	VD.GNIII
Imperial Valley Sugar Beet Trains	VD.SBT
India	VD.I
Montana Rail Links	VD.MRL
New York Central Memories	VD.NYCM
New York, New Haven & Hartford	VD.NYNHH
Passengers Use Light at Night	VD.PULN
Pike's Peak by Rail	VD.PPR
Railroad Video Quarterly Aug 1995	VD.RVQ 12
Railroad Video Quarterly May 1998	VD.RVQ23
Railroad Video Quarterly May 1996	VD.RVQ15
Railroad Video Quarterly Nov 1994	VD.RVQ 9
Railroad Video Quarterly Nov 1994	VD.RVQ 9
Railroad Video Quarterly Nov 1995	VD.RVQ/Nov'95
Railroading Collection: Volumes 1 & 2	VD.RC
Railroads of America; Vol 1	VD.RA.vol1
Railroads of America; Vol 2	VD.RA.vol2
Rio Grande Work Train	VD.RG
Rochester Chapter, NRHS; Vol 1 (1988 ...	VD.RC:Vol1
Rochester Chapter, NRHS; Vol 2 (1993 ...	VD.RC:Vol2
Sacramento Railfair	VD.CRF
San Francisco Bay Area Transit Retro	VD.SFBA
Scotland & Wales	VD.SW
Southern Pacific 1941	VD.SP41
Southern Pacific the Coast Line	VD.SP
Southern Pacific, Double Feature	VD.SPDP
Southern Pacific, Shasta Division	VD.SP/SD
Steamtown; History and Operation	VD.SHO
Streamliners of Yesteryear	VD.St
The Complete Yellowstone	VD.CY
The Freight Yard	VD.FY
The General	VD.G
The Great Canadian Train Ride	VD.GCTR
The Great Canadian Train Ride	VD.GCTR
The Phoebe Snow	VD.PS
The Water Level Route	VD.WLR
Trans-Siberia	VD.TS
Union Pacific Big Boys	VD.UPBB
Union Pacific Challengers Vol IV	VD.UPIV
Union Pacific Steam	VD.UPS
Western Maryland Shay No. 6 at Cass	VD.WMS

Book Reviews

"Focus: The Railroad in Transition"

Rare book has Rochester RR views.

Recently, Daniel Cosgrove donated a number of books to the Chapter's library. Among them appears to be a rare, limited edition book: "Focus: The Railroad in Transition" by Robert S. Carper.

Mr. Carper was took a number of photographs around the 1950s of railroad activities, many around the Rochester area. There are several of the Wayneport trackage, which, to this editor, is not well documented elsewhere.

As a bonus, someone (Dan?) marked a number of views with PostNotes describing the location.

Come out and browse through it when the library is open, like the Sunday of November 24th from 2 to 5.

"Firing on the Pennsy"

The author, Paul C. Dietz of Beverly, OH, once was a fireman on the Pennsylvania Railroad, firing PRR's steamers in eastern Ohio. His stay was relatively brief, as he resigned and took a profession that had more stable hours.

The text is arranged in short stories about his experiences. Many are illustrated with photographs that he took.

This reviewer, being from Ohio and often visiting what remains of the Crestline's once massive engine/yard terminal, was engrossed reading it from front to back while he should have been doing other duties in the Library.

Its format and content is similar to our local review of NYC activities

"Steam Locomotive Coaling Stations and Diesel Locomotive Fueling Facilities"

If you are interested in how locomotives were "fed their diet of energy", this newly published book should be of interest. The author, Thomas W. Dixon, Jr., has compiled a nice collection of photographs, drawings and advertisements illustrating the various coaling stations and diesel fueling facilities, including their early histories.

The major builders of coaling stations were Fairbanks-Morse, Ogle Engineering Co. and Roberts & Schaefer Company. These facilities were built of wood, metal and concrete. Although railroads could build their own, after 1910, 90% were contracted out.

Cinder plants are also covered. Eight pages are devoted to early diesel fueling plants, which are much similar in design.

On page 55 is a 1945 photo of NYC's coaling facilities at Wayneport. It shows both the old wooden wharf style facility and the across the tracks unit that served the four main tracks.

Although Mr. Dixon is not a modeler, he designed the book with them in mind. The 80 page book, with 175 illustrations, carries a 2002 copyright from TLC Publishing, Inc.

NOTE: The first two books are in our Library; the third is available from the Chapter's Store (for the time being).

Human Locomotive

by Rand Warner

In a remarkable departure from conventional motive power Supt. of Motive Power John Redden, on Saturday, October 25, commanded an army of seven to move the BR&P caboose not one but two car lengths, to get the car into the Restoration Building for the winter.

John, Kevin Klees and Dale Hartnett took turns operating two car movers. Bill Chapin, Rand Warner, Dale Hartnett and Mark Wiczorek assisted by pushing directly on the car.

Rochester Chapter National Railway Historical Society
The Semaphore
P.O. Box 23326
Rochester, NY 14692-3326

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Chapter Meeting & Program:

Ride Around the Grounds

by **Duncan Richards**

48 & 8 Club

933 University Ave.

Thursday, Nov. 21, 2002

Happy Thanksgiving

The Semaphore is published monthly by the Rochester, NY Chapter, National Railway Historical Society. It is mailed free to all Chapter members. Non-member's subscriptions are \$8.00 and run from January 1 to December 31. Chapter meetings are held the third Thursday and the Board of Directors meets the first Thursday of each month.

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Pouring the Restoration Facility Floor!

The Restoration Building is up and running! Now we need to provide it with a concrete floor. We raised the dust to finish the space. Now we've faced with dust all over the place. One hundred dollars will buy a batch of concrete. The estimate for the floor is \$25,000; we'll need 250 batches (!). Help "cement" together a great project. Maybe we'll even let you write your name and date in a slab! [Don Shilling] (Each block indicates \$1,000)

InterNet (World Wide Web) address:
<http://www.rochnrhs.org/>
